

LIVERPOOL DOCKS.

CONSIDERABLE discussion occupied the Council for a long time on Monday and Tuesday, last week, as to the propriety of affording increased dock accommodation. The debate was opened on Monday by Mr. Moore, the chairman of the Dock Committee, who moved a resolution to the effect that "the proceedings and resolutions of the Dock Committee, from the 22nd of September to the 24th inst., so far as the same related to extending dock accommodation, be confirmed; that the Dock Committee be authorized to prepare and present a bill for carrying the same resolutions into effect, laying before the trustees the plans as soon as they shall have been printed and prepared, the Dock Committee having full authority to proceed with the bill, the Dock Solicitor conferring with the Town Clerk on the same subject, and settling the same with him, subject to the approbation of the trustees; and that the Dock Committee be authorized to affix the seal of the Dock Committee to the bill being brought in." Mr. Nicol, the deputy chairman of the Dock Committee, seconded the motion. Mr. Alderman Evans opposed it, in a speech of about an hour and a half's duration, and the debate was then adjourned. Mr. Aspinall re-opened it on Tuesday morning, after which Messrs. Hodgson, Parker, Isaac Holmes, Bushell, and Aikin addressed the Council. All parties seemed to unite in thinking that it was the most important and momentous question which had ever been agitated in Liverpool, involving, as it does, the outlay of upwards of a million of money. Two amendments were moved, one by Mr. Aikin and the other by Mr. Turner. The first was to the effect that it was undesirable to proceed further with the dock bill, until the plans of the proposed docks be prepared and approved of. The second was to the effect that negotiations be entered into with the Harrington Dock Committee for the purchase of land for a steam dock to the extent of 40,000 yards. The first amendment was lost by a majority of 33 to 14; and the second by a majority of 34 to 13. The original motion was carried by a large majority.

URNS LATELY FOUND IN LANCASHIRE.

Mr. Studley Martin states that, being on a visit to the Rev. William Thurbay, at Ormerod House, I went to see the spot on the moors dividing Lancashire from Yorkshire, about four miles east of Burnley, where Mr. Spenser discovered some time ago four urns, which he gave up to Mr. Parker, of Curdren; and on my way over Worsthorn Moor, I noticed a collection of stones, scarcely raised above the turf, which I struck as worth investigation—evidently not got together for any flint burning, clearing the land, or any building purpose. On the 17th of April, 1843, I therefore, assisted by a man with a spade and pick, and accompanied by Mr. John Hardy Thurbay, examined the centre of the heap. The stones were rough, irregular, and moss-grown. Upon clearing them away, some rather fine and smooth, and about a yard below the original surface, covered by a stone was an urn containing ashes and fragments of partially burnt bones, pronounced, from roughness, where the muscles had been inserted, to be those of a muscular man. The upper part of the urn, which was five inches in diameter at the bottom, eight and a half at the widest part of the top, and eleven and three-quarters high, contained either charred substance or peat, and sand or earth, with which the ashes were mixed, probably filled in upon them, and was moist, I fancy, more so than if it had been dry when originally deposited. The stone was not wrought, and without any inscription or mark. The urn was exactly in the centre of the heap, which formed a circle, extending east and west about eight yards in diameter, and six north and south. On the turf is discernible a circle about eighty yards in diameter east and west, and sixty north and south—the centre of which the urn also formed. Round the urn was a sort of wall of stone, filled up with peat or clay. The cardinal points were marked by larger stones. The whole of the stone-enclosed space has been excavated, and the following results obtained. On Worsthorn Moor, about three miles

east of Burnley, is on the north side, and about two hundred yards from the summit of a hill, called Smalshaw, and is at the junction of two scarcely defined paths, one leading from Worsthorn Quarry, over the moors, in the direction of Mr. Spenser's urns, which were found on the further side of a hill to the east, and separated by a rivulet from Smalshaw; the other from the hill to the north, between which and the stones is a gully called Thorndon, with a stream flowing into one of the Calder. Dr. Whitaker, in his "History of Whalley," mentions, under "Clioigiers," Roman coins having been discovered in this district in 1635, and given by a Townley, of Townley, to Thorbury—a tumulus, at Lawhouse, destroyed in 1761—another opened in 1766 containing a rude urn—appearances of entrenchments at Redles—all immediately in the neighbourhood of my discovery. He also mentions Brierciffe as remarkable for some Roman remains, and thought a chain of small Roman posts, subordinate to the station of Catercliff (the castrum of Colonia), extended on the elevated grounds of Brierciffe, Worsthorn, and Ex-twistle, commanding the great inclined plane intersected by the deep ravines of Thorndon, Swinden, and Thurstin, one of which was in the middle of Worsthorn Moor. This is also near the stones. The other barrows he mentions are not now easily to be found. The urn is without inscription; but on the upper part had rude marks. It was entire when discovered; but several portions crumbled to the top in my hands. I left it at Ormerod. Conjecturing it not to be Roman, I was on the look-out on the moors for any traces of serpentine circles Draconia, &c., but in vain. The Ormerods, whose heiress is Mrs. Thurbay (with her sister, the Hon. Mrs. Yorke Scarlett), intermarried with the family of Edmund Spenser, which the *Gentleman's Magazine* shews to have sprung from Hurstwood, now belonging to the same road, and between it and Worsthorn. The writer of the communication respecting Spenser, is Mr. Spenser, of Halifax, who discovered the first named urns.

RAILWAY INTELLIGENCE.

Bolton Dock at Hull.—At the meeting of the Hull Dock Company last week, the chairman stated that a representation had been made by gentlemen connected with the Leeds and Manchester and Hull and Selby Railway Companies of the inadequacy of the dock accommodation in the vicinity of the dock for the enormous quantities of salt and coal that were expected to be shipped from the port for exportation, and that the same parties had made the suggestion that a small dock might be formed upon the ground of H. Broadley, Esq., of about 720 feet by 120, capable of accommodating some 14 or 15 vessels, which would have the effect of materially relieving the Humber Dock from the pressure of shipping, and where the articles referred to could be delivered from the railway wagons at once into the ships' holds. It was necessary, however, that power should be delegated to a committee to entertain the proposal, and consider of the necessary steps to be taken, in the event of a successful negotiation with the associated railway companies. A resolution was passed, accordingly, empowering the committee to take the proposition of the railway companies into their immediate consideration. We understand that the railway companies have contracted with one house for carrying and delivering at Hull, in the course of the present year, upwards of 20,000 tons of salt. This is quite a new article of traffic on the Manchester and Hull Railways, and will add to their revenues some 12,000, or 15,000, per annum.

Blackburn and Preston Railway.—We are enabled to state, that there is no longer any obstacle to the carrying out the project of a railway from this town to join the North Union line at Farrington, near Preston, and we are also glad to be informed that the line, as originally struck out and surveyed by Mr. Collier, the engineer, has been altered for a better one, Mr. Fielden having, with his usual liberality, granted leave for the line to take a more convenient course. This amended line has, we understand, been recommended by the eminent railway engineer Mr. Locke, after a careful

London and Chatham and Chatham and Portsmouth Junction Railway.—The directors of the Croydon and South-Eastern Railways have united to form this line, which, by arrangements with the Brighton and South-Western Railways, is to connect Chatham, Rochester, Strood, Gravesend, &c., with the metropolis, as well as with Brighton and the coast of Sussex, and with Southampton and the west of England; uniting, at the same time, the two naval arsenals of Chatham and Portsmouth. This line will also be guaranteed four per cent. on the capital by the South-Eastern and Croydon Companies.

Brighton and Chichester Railway.—A company has been formed, under the auspices of the London and Brighton Company, for connecting Brighton and Chichester by means of a railway, to commence by a junction with the Brighton Branch at Shoreham. Arundel, Bognor, Littlehampton, and Worthing will thus have the advantage of railway communication with London. The Brighton Company offer to lease the line for ten years from its completion, at a rent of 12,000, per annum, being four per cent. on the capital, the cost, dividing the price equally between themselves and the proprietors of the projected railway. The line will be twenty-three miles long, over a country described as remarkably level.

Brighton, Lewes, and Hastings Railway.—This company is brought forward with a guarantee by the Brighton Company similar to that offered to the Brighton and Chichester line. Hastings, St. Leonard's, Eastbourne, Hailsham, and Lewes, are the principal places to be connected with each other, as well as with London and Brighton. The length of the line will be thirty-one miles, making the total distance of Hastings from London eighty-one miles; the capital required is 475,000.

Hastings, Rye, and Tenterden Railway.—This railway will be twenty-five miles in length, and is intended to connect Hastings, St. Leonard's, Rye, and Tenterden, with the South-Eastern line at Headcorn. A single line of rails will be sufficient, and the cost, it is stated, will not exceed 400,000. The South-Eastern Company guarantee a return on the capital similar to that offered by the Brighton Railway to their Hastings branch.

Harrington and Knaresborough Railway to the York and North-Midland Line.—We understand that such is the favourable opinion entertained by the public of this proposed railway, and the anxiety evinced to obtain shares therein, that the provisional committee have received applications for upwards of 24,000 shares; and, having only 6,000 shares at the disposal of them, they have been under the necessity of refusing to take a great number, and in many instances have been compelled to cut down the amount of shares allotted to highly respectable parties, in order to meet the wishes of such an unprecedented number of applications.—*Leeds Mercury.*

North British Railway.—Mr. Hudson, the indefatigable chairman of the York and North-Midland Railway, accompanied by Mr. Stephenson, the engineer, are in the present general explanation of the line of the North British Railway, between Edinburgh and Berwick. So far as their tour along the line has proceeded, both gentlemen have expressed their satisfaction with the route chosen by the Edinburgh engineers, as well as with the estimated cost of construction.

Stansted Mountfitchet.—The works of the Northern and Eastern Railway Extension are proceeding with great rapidity, 6,000 men and the following ones have been at Stansted Mountfitchet; but as yet nothing is doing upon the property of Mr. Maitland, here, through whose land it will pass to the extent of a mile. The operations have caused a considerable influx of railway labourers into the parish, all of whom, at present, have conducted themselves with great propriety.

French Railways.—An attempt was made by M. Muret de Boret and M. De la Roche Jaquelin to extract from the Minister of Public Works an idea of his intentions relative to the great new lines of railroad which have been some time projected, and on which speculators are in doubt whether the Government means to execute them itself, or deliver them to private enterprise.